

in increased proficiency—a better pilot. For maintainers, postflight information readily will be available to diagnose data on engine performance, fuel flow, navigation, G forces, and many other parameters collected on recorders.

PMA209's Director of Flight Operations, Bill Wescoe, says MFOQA will "give the aircrew and maintainers the tools to help troubleshoot discrepancies and improve performance. The postflight debrief will include data to give a snapshot of pilot and aircraft performance." This data won't be limited to helping just the aircrew and maintenance, but will also assist the operations, safety and training departments. To reflect the broad spectrum of beneficiaries, Wescoe used the acronym "MOST," meaning maintenance, ops, safety and training. An operations officer could use the information to look for efficiencies in fuel usage, flight time, and mission profiles. Critical data could be sent fleetwide to notify other squadrons of maintenance mods, inspection requirements, or servicing.

"Several years ago, we did a study on Class A flight mishaps. For the five year period ending in the fall of 2003, we had more than 200 Class A mishaps, and we believe at least 21 of them (10 percent) could have been prevented had a tool such as MFOQA been in place," said Chip Brown, the program's lead engineer and former flight-data analyst at the Naval Safety Center, who initiated the study. The intent of MFOQA is to identify human factors and trends to head off potential mishaps. Perceived performance can be contrasted to actual performance through MFOQA.

Two squadrons, one FA-18C/D and one SH-60B, currently are doing a fleet demo or "bridge" program with MFOQA. The initial results have been very positive. The *Mech* Spring 2006 issue has a feature article on HSL-41's MFOQA's efforts and can be viewed at: <http://www.safetycenter.navy.mil/media/mech/issues/spring06/pdf/hsl-41leads.pdf>.

The *Mech* Fall 2003 issue also included an article that provides an overview and background for the program. View this article at: <http://www.safetycenter.navy.mil/media/mech/issues/fall03/pdf/mfoqa.PDF>.

MFOQA became a program of record last year with passage of milestone B, which made MFOQA mandatory. The program has full funding and will be introduced to the fleet in a staggered implementation scheduled in early 2010. ✦

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Flight, Flight-Related, and Ground Class A and B Mishaps 03/05/2007 to 06/27/2007

Class A Mishaps: 6 Class B Mishaps: 17

**For a detailed description
visit the statistics page at
www.safetycenter.navy.mil**



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